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# Ban on gribble boats

BOATS affected by gribble, tiny wood boring sea creatures, will be banned from berthing in Bridlington harbour until their damaged timbers are replaced.

This decision was announced by Bridlington harbour commissioners, who are mounting a massive £15,000 operation to combat the gribble.

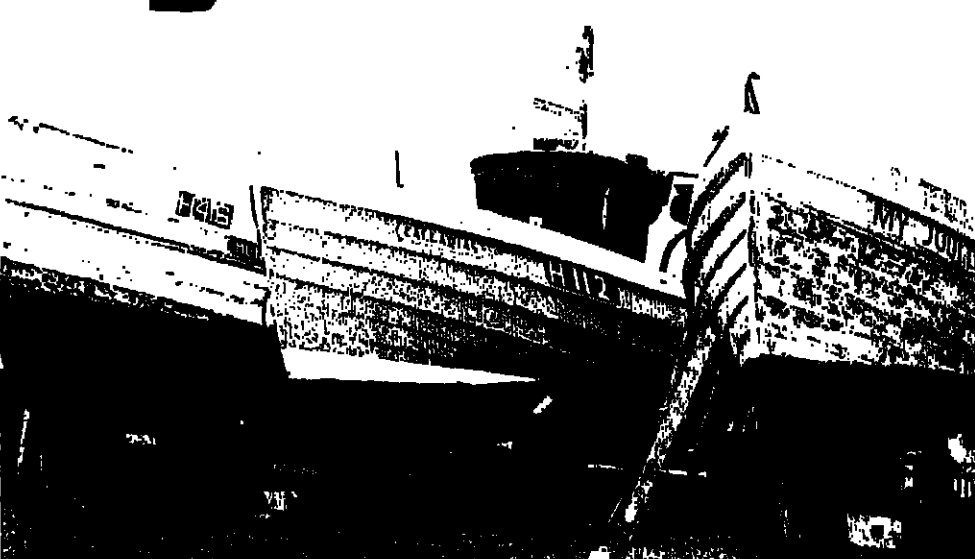
The operation will involve the removal and burning of all affected timber in the harbour. This will then be replaced with specially treated wood, or special rubber fenders believed to be immune from all known forms of marine attack.

Chairman of Bridlington harbour commissioners' works committee, Barry Gray, said: "Other suggestions are also being considered and, at the moment, there is a leaning towards the purchase of secondhand sheet piling."

He added that work would have to start in the near future as the breeding season for gribble is quite close.

It is not known, however, where the gribble came from. Among the many theories is one that they may have been brought in on crab pot bottoms.

The harbour commissioners state that many fishing boats in the harbour have already been examined for gribble damage and the remainder will be examined as soon as possible.

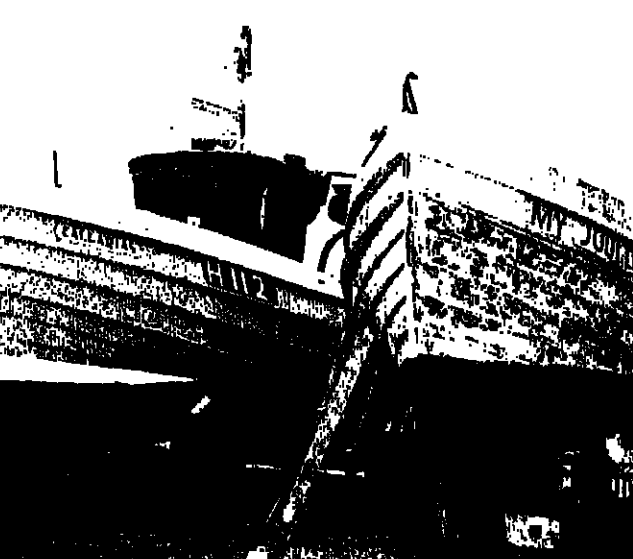


Above: cobbles out of the water at Bridlington for checks. Right: a section of timber, taken from the harbour, eaten into a pulpy mass by gribble.

Owners of private craft will be required to confirm that their boats are free from gribble before being allowed to berth in the harbour.

Eventually, all craft will have to be checked at least annually and, should gribble be found, it will have to be removed before craft are allowed to return to the harbour.

Colin Tomlinson, chairman of Bridlington and Flamborough Fishermen's Society, said: "There are still between 10 and 15 keel boats which have to be examined, but of these examined so far,



In addition, a sample of a type of treatment used extensively (in Norway) is being made available.

none has been seriously affected and there will be no major rebuilding involved. Samples of affected wood were sent to laboratories last month and recommendations have been made to reduce the damage.

It is understood that by using preventative treatments, which are mainly based on copper naphthenate, and by regular inspection, damage to boats can be avoided.



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NEW RECORD

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# Trawlers CREW ESCAPES on strike 'CHOP' ERROR

ON TOP of the fight with Britain the Icelandic Government has another fishing battle on hand — this time with its own trawlermen.

A row over wages has provoked a strike among the Icelandic fleet, which is spreading into a national stoppage of all organised labour.

Iceland's fishermen are reported to be caught between declining catches and soaring inflation. The fishermen have remained in port since last Saturday, and the general strike was expected to start this week.

TWO MORE Grimsby trawlers fell victim to warp-cutting runs by Icelandic gunboats last week.

Ross Rodney and William Wilberforce both had one warp scythed through during the night of February 11 and 12 by the converted stern trawler Baldur. They were 40 miles north-east of Iceland.

The incidents provoked immediate outbursts of 'reckless seamanship' by British skippers, who claimed Baldur passed much too close to the trawlers.

The attack on Ross Rodney was so badly 'hashed' that the cutting device caught in her gear and ran over the side of the vessel, endangering her crew. Later the Ministry of Defence endorsed these opinions.

The Icelanders claimed the vessels had their warps cut because they were in an international conservation zone.

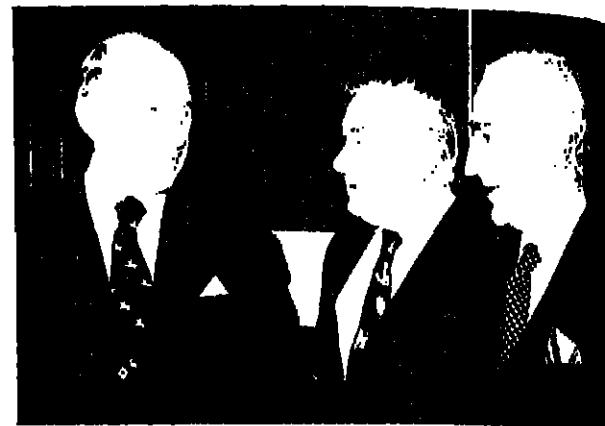
The frigate Lowestoft was nearby at the time, but unable to prevent the attack due to a rudder defect.

The incidents came in an otherwise relatively quiet week.

The gunboat Aegir was believed to have set up the attack by drawing off the frigate Juno with a dummy run.

Later, Baldur was involved in a collision with the frigate Diomedé after a series of close manoeuvres, during which Iceland claimed searchlights were used to blind their crew. Both sides claimed the other was at fault.

Diomedé sustained slight damage to her bows and Baldur was dented on her port quarter.



IN AN effort to find a solution to the cod war, Dr. Joseph Luns, secretary general of NATO, was invited to London last week. He is seen here (left) at the Foreign Office with James Callaghan, foreign secretary, and Fred Peart, minister of Agriculture and Fisheries. At an earlier meeting in Washington, Dr. Luns raised the matter of the fishing dispute with President Ford and secretary of state, Henry Kissinger.

## 'Nightmare' if quota is reduced

A GRIM warning of the consequences if Iceland refuses to compromise in the cod war has been given by Harry Fairbotham, president of the Fleetwood Fishing Vessel Owners' Association.

This came last week after the announcement that Britain had said she would restrict her cod catch in the Iceland area to 85,000 tons, also reduce the number of vessels working there from 139 to 105.

When the Iceland reaction to this announcement was cool to say the least, Mr. Fairbotham said: "It looks to me as though the Icelanders are expecting the quota to be even less than this — if they intend to settle at all. And at the rate they are going on they don't seem too keen to come to an agreement."

"I would think that 85,000 tons is just about as low as Britain can be expected to go and keep the industry even reasonably viable."

"If Iceland is not prepared to accept something in that region, it's going to be an absolute nightmare for Fleetwood."

"Already there is not enough fish coming into the port. To cut the quota by a third is going to make things

even worse, unless the industry can manage to diversify."

"There is the question of catching other deep sea varieties but, just because you can catch it, does mean the housewives will take it. There are problems educating the public and processing the fish."

Also on the Iceland front the BBC came in for heavy criticism from the BBC for North Fylde, Wale Clegg, last week. He accused them of "blatantly one-sided" reports about the Iceland situation.

He claimed that they were taking a pro-Iceland line and is angry at BBC reports of camera crews being on board the Iceland gunboat Tyne Royal Navy. He said: "It's as if we had put a camera crew aboard Bismarck and let them give German or Spanish propaganda."

### Catch record

A NEW weekly catch record for the West Sutherland coast of Kinlochbervie has been set by the Buckie boat Aggie (Skipper Eddie Simpson). Her catch for the week ending February 7 was worth 25,000.

## WYRE EYES LAID-UP SCOTS SHIPS

FLEETWOOD'S Wyre Trawlers Ltd, which last week denied rumours that its fleet is to be transferred to Grimsby, has now announced plans to expand.

John Haslam, the firm's manager at Fleetwood, said last week: "We are hoping to get another two or three ships for Fleetwood."

He was hoping to go this week to Aberdeen and, possibly, Granton, with the firm's superintendent, Bert Shorrocks, and shore skipper Syd Christy.

Mr. Haslam said: "We will see if any of the ships laid-up there would be suitable for

Fleetwood. Many of our paratively modern trawlers are tied up there."

"One of the chief factors behind this is that so many men up there have left the industry for the oil industry."

This has come as a welcome change from the grimness surrounding the local industry recently. And more ships have been bought by increased costs and the going to work from ports.

With unemployment in the town running at around 10 per cent, the national average, the vessels would obviously be a big help to ease local unemployment.

# Year after year after year SUCCESS



## Marconi Marine

'Fishgraph K' and 'Graphette K' were again the most consistently productive fishing echometers in 1975. Always among the top catchers and top grossers in every class, Marconi Marine fishing echometers continue their record of success — year after year after year!

### ABERDEEN

Near Water  
Maureen June (Skipper — T. Taylor)  
Owner: The John Wood Group Ltd.  
Jesrine (Skipper — J. Duncan)  
Owner: The John Wood Group Ltd.  
Sealgair (Skipper — William Walker)  
Owner: The John Wood Group Ltd.  
Middle Water  
Admiral Nelson (Skipper — R. Pine)  
Owner: The John Wood Group Ltd.  
Ben Heilm (Skipper — A. Campbell)  
Owner: Richard Irvin and Sons Ltd.  
Distant Water  
Ben Bharrick (Skipper — W. Fry)  
Owner: Richard Irvin & Sons Ltd.

### FLEETWOOD

Below 110ft fishing all grounds  
David Wilson (Skipper — J. H. Banks)  
Owner: Hazell Steam Fishing Co. Ltd.

Grossing — 110 to 135ft fishing all grounds  
Wyre Vanguard (Skipper — S. Hargreaves)  
Owner: British United Trawlers Ltd.  
Daily Average — 110 to 135ft fishing all grounds  
Boston Stirling (Skipper — W. Budge)  
Owner: Boston Deep Sea Fisheries Ltd.

### GRANTON

Grossing  
Ross Millard (Skipper — E. Wood)  
Owner: British United Trawlers Ltd.  
HULL  
Distant Water Challenge Cup  
Lord St. Vincent (Skipper — B. Stipetic and D. Grouer)  
Owner: Hellyar Brothers Ltd.  
Ross Canaveral (Skipper — M. F. Redfern)  
Owner: Hudson Brothers Trawlers Ltd.  
Somerset Maugham  
(Skipper — F. E. Woodbridge)  
Owner: Newington Steam Trawling Co. Ltd.

### LOWESTOFT

Suffolk Challenger (Skipper — R. D. Atkinson)  
Owner: Small & Co. (Lowestoft) Ltd.  
Suffolk Venture (Skipper — J. Peck)  
Owner: Small & Co. (Lowestoft) Ltd.

### MILFORD HAVEN

Branda Wilson (Skipper — R. Evans)  
Owner: Hubert Jones Ltd.  
Piston Sea Eagle (Skipper — J. Brodie)  
Owner: Norrad Trawlers Ltd.  
Rosevear (Skipper — A. Simpson)  
Owner: Norrad Trawlers Ltd.

### NORTH SHIELDS

Grossing  
Ben Chauy (Skipper — T. F. Jameson)  
Owner: Richard Irvin & Sons Ltd.

Every one of these boats used Marconi Marine fishing echometers. With final placings still awaited, these are certainly among the top names of 1975.

## Congratulations to all Top Skippers and Top Boats

## Marconi Marine fishfinding

The Marconi International Marine Co. Ltd.  
Chelmsford Essex England  
Tel (0245) 61701 Telex 99228 • A GEC-Marconi Electronics Company



## NOTICE

Voluntary Arrangement for Temporary Aid to Small Boats, etc. in respect of period 1st January-30th June, 1975  
(NOT SEPTEMBER AS STATED IN LAST WEEK'S ADVERTISEMENT)

### DISBURSEMENT OF FUND

Owners/part owners of EITHER Scottish inshore fishing boats under 40' registered length OR of Scottish shell fish fishing boats over that length who were not entitled to subsidy for the above period as the weight of their shell fish catch exceeded that of their white fish and/or herring catch during said period, wishing to participate in the disbursement of this fund must submit their claims in writing so as to reach the subscribers by not later than 1st March, 1976.

Claims received thereafter will not be entertained.

Claimants who must be full time fishermen must state:

1. Their full name and address.
2. Name, port of registry, fishing number and registered length of vessel.
3. For vessels of registered length 40' and over, total weight of (a) shell fish and (b) white fish and/or herring caught and landed in the six months ending 30th June, 1975.
4. Total complement of the vessel.
5. Port(s) of landing fish and total number of such landings during said period.

All claims received timeously will be vetted by a joint committee of the undernoted Associations after which payment, of such amount as said joint committee shall in its sole discretion decide, will be made in respect of approved claims.

## BRANDER & CRUICKSHANK

SECRETARIES,  
The Scottish Herring Producers' Association Limited  
The Scottish Inshore White Fish Producers' Association Limited  
10 QUEEN'S TERRACE, ABERDEEN AB9 1QJ  
9 February, 1976

## COMMENT

### No money to spin

IN YEARS gone by, our annual review of the top-earning ships in the country went under the title of *The Money-spinners*. For obvious reasons this is a thing of the past and this week the results for 1975 are under a rather more sober heading.

From almost every port the story is the same: outstanding performances by skippers, vessels and crews eroded away by costs. One thing is certain, the deepsea industry could not survive another year like the last and, yet, there is every prospect that things are going to get worse.

For fishermen there was an early warning of what 1976 might bring: the cut-back off Iceland is going to mean the loss of 400 jobs. For the owners, it means that a year without Government subsidy will not even allow the top ships to break even.

Last year, the Government subsidy was a lifeline for the deepsea industry. This year the economic conditions for fishing are still as gloomy, but the subsidy has been withdrawn. There is no logic at all in this kind of Government thinking, unless it is to be deduced that they want to preside over the end of British deepsea fishing.

The resumption of subsidy would only be considered, said the Minister of State for Fisheries and Agriculture, Edward Bishop, in the House of Commons last week, if an "overwhelming" case could be made by the industry. By this he was referring to projections being worked on by the British Trawlers' Federation.

We suggest Mr. Bishop reads our feature this week. He will have all the indications he needs that subsidy is a vital issue again.

## fishing news

Editor: Harry Barrett

Assistant Editor: Ian Strutt

Scottish Correspondent: Gloria Wilson

Advertisement Director: Fred Purcell

Managing Director: W. A. Cathles

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## Norwegian escorted in

SHEPHERD lifeboat was called out and helicopters alerted at the weekend when a Norwegian liner reported she was sinking 15 miles north west of Foulca.

The 95ft. *Leutasund* was leaking in the hull where echo sounding gear is fitted, and the mayday was called off when the leak was located.

The British trawler *Gull*, which had steamed from a position 50 miles away, was only 20 minutes from the Norwegian boat when she was told her services would not be required. Another Norwegian fishing boat was diverting to escort *Leutasund* into Scalloway harbour.

## LOSSIE DRUMS

IN *Fishing News* last week it was reported that the *Peterhead* seiner *Illustrious* had been fitted with rope drums at a cost of £8,000.

We would like to make it clear that this figure included installation charges. The price of the drums was £4,500 and we apologise for any confusion this report may have caused.

A new boat being built at Herd and Mackenzie of Buckie for local fisherman, 'Billy' Humphries, is also fitted with Lossie drums. She is a 75ft. wooden-hulled seiner.

Agent for Lossie Hydraulics in England is James Talbot at Wallsend. He can be contacted at Wallsend 623858.

# PURSER 'BAN' IS REJECTED

THE GOVERNMENT has refused to restrict purse seining for mackerel off Cornwall and Devon.

Robert Hicks, Conservative MP for Bodmin, had demanded a ban on pursers and also called for a temporary restriction on all vessels over 60ft., pending an inquiry into the area's problems.

Edward Bishop, Minister of State for Agriculture and Fisheries, in a written reply, says there are no plans to restrict the access either of numbers or of classes of vessels, or to outlaw particular types of fishing gear in the fishery.

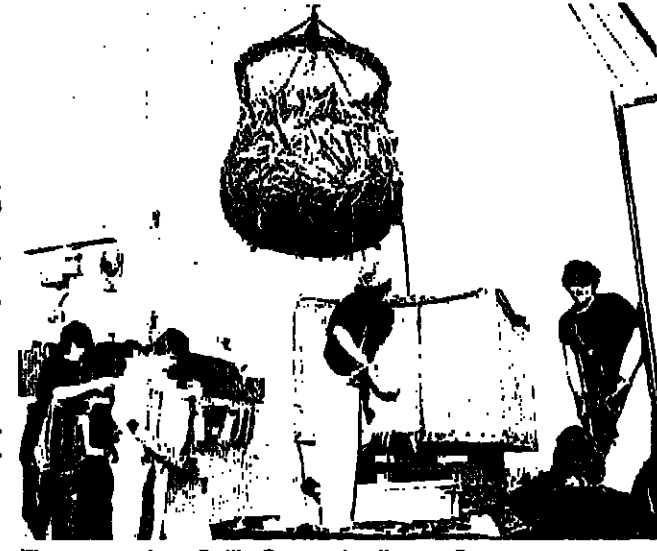
"The Government's powers to act in this way are limited to cases where there is a conservation need."

The mackerel working group of ICES is meeting next month to assess western-mackerel stocks, also recommend to the North-East Atlantic Fisheries Commission conservation catch quotas.

After several days of poor weather the Cornish mackerel fleet was busy again at the weekend.

But the biggest landing came from the record holder *Gallie Rose*, the Scottish purse seiner, with a heavy tonnage of mackerel landed at Penzance.

There were some 170 boats in Newlyn harbour on Saturday.



The purse seiner *Gallie Rose* unloading at Penzance.

day, and almost 150 of these were the smaller mackerel boats, many of them on a quota of 100-stone or less.

The secretary of the Newlyn and Mousehole Fishermen's Association, Mrs. Daphne Lawry, admitted that the season had been poor.

They had made a living wage, but needed more than this to compensate for the lean times in the spring and autumn.

"It is very worrying," said Mrs. Lawry. "Not only are we catching too many mackerel for the stocks, but also for the markets, which are badly glutted and the prices are going down. Control is needed now."

markets, which are badly glutted and the prices are going down. Control is needed now."

## Going Dutch

THE WHITE Fish Authority is organising an Export Trade Mission of UK fish and shellfish merchants and processors to visit the Netherlands from May 1 to May 6.

This follows the successful venture in France and Germany last year.

They plan to visit the principle fish markets and at least one major Dutch fish processing plant. Overnight stays are at The Hague, Haarlem, Kamper and Amsterdam, in addition to calls at Scheveningen, IJmuiden, Harlingen and Urk.

A representative of the WFA trade office, who will be leading the mission, said: "They will discuss the prospects and means of expanding British fish sales to the Netherlands."

The position was outlined in a statement given to the press last week by Christopher Mannall, a director of Humber St. Andrew's.

It read: "The directors of Humber St. Andrew's Engineering Co. regret having to announce that, as a result of continuing losses following the sharp decline in the number of fishing vessels operating out of Hull, it has become necessary to close the whole of its engineering activities."

"Attempts have been made to diversify into other engineering work but, due to the general recession in the United Kingdom and the acute difficulties in obtaining suitable alternative work in this locality, these efforts have not been successful."

"Arrangements are now in hand for consultations with trade union and staff representatives and the appropriate Government departments."

It is understood that every effort is being made to ensure an orderly run-down of the company's activities and that, in view of pending discussions, the company has not committed itself over the length of the run-down period.

As agents for Brattvaag winches, Tenford steering and other marine gear, HSA will be holding discussions about future arrangements for equipment which has been handled by them.

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# Trawler repair firm is closing

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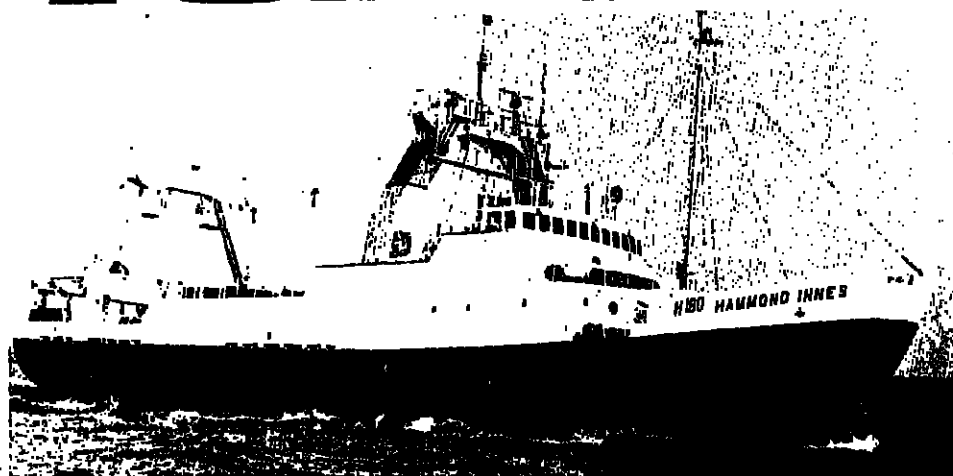
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# TOP SHIPS OF '77



Catches and earnings by Newington's Hammond Innes during 1977. She landed 13 trips at Hull and spent 288 days at sea. She caught a total of 36,783 kits to gross £539,289, attaining a daily average of £1,809.7.

January 8	White Sea, 25 days (C. Dunn)	2,182 kits	£41,599
February 4	Norwegian Coast, 25 days (R. Taylor)	4,343 kits	£59,767
February 26	Norwegian Coast, 20 days (R. Taylor)	3,025 kits	£41,667
March 24	Norwegian Coast, 24 days (R. Taylor)	3,260 kits	£47,212
April 26	Bear Island/N.C. 22 days (R. Taylor)	2,349 kits	£24,349
May 30	White Sea, 22 days (R. Taylor)	3,442 kits	£46,567
June 23	Iceland, 20 days (R. Taylor)	2,484 kits	£26,677
July 16	Iceland, 21 days (B. Taylor)	2,342 kits	£23,459
August 12	Iceland, 24 days (B. Taylor)	3,538 kits	£38,194
September 4	Iceland, 21 days (R. Taylor)	2,423 kits	£27,405
October 8	Iceland, 23 days (R. Taylor)	1,471 kits	£30,703
November 6	White Sea, 26 days (R. Taylor)	2,474 kits	£48,800
December 3	Bear Island, 25 days (R. Taylor)	2,480 kits	£52,900

1975 Hull Distant Water Challenge Shield top 20 (figures in brackets are last year's position, catch and points):

	Kits landed	Points
1. (1) Hammond Innes (Newington)	36,783 (31,275)	42,982 (38,472)
2. (4) Ross Orion (BUT)	33,066 (28,637)	37,217 (30,712)
3. (43) Ross Canaveral (BUT)	26,877 (21,225)	34,341 (19,342)
4. (5) Somerset Maugham (Newington)	32,433 (28,732)	34,009 (29,955)
5. (44) Lord St. Vincent (BUT)	28,218 (18,694)	33,746 (19,174)
6. (2) C. S. Forester (Newington)	29,246 (31,810)	33,633 (32,360)
7. (13) Arctic Cavalier (Boyd)	27,827 (28,611)	30,300 (26,968)
8. (36) St. Gerontius (Hamling)	26,340 (23,758)	29,030 (21,284)
9. (3) Westella (Marr)	25,613 (30,915)	28,792 (31,133)
10. (28) St. Giles (Hamling)	24,022 (22,056)	28,735 (22,766)
11. (32) Ross Trafalgar (BUT)	22,312 (21,306)	28,102 (22,356)
12. (10) Arctic Corsair (Boyd)	24,818 (28,506)	28,095 (27,728)
13. (17) Loch Eriboll (BUT)	22,673 (24,511)	27,406 (26,712)
14. (45) Joseph Conrad (Newington)	23,403 (19,895)	27,218 (18,697)
15. (9) Ross Altair (BUT)	22,591 (27,650)	27,126 (27,973)
16. (7) St. Dominic (Hamling)	23,977 (29,455)	26,845 (28,964)
17. (8) Ross Sirius (BUT)	22,042 (26,027)	26,753 (28,439)
18. (16) Arctic Vandal (Boyd)	21,411 (26,188)	26,323 (26,778)
19. (35) Kingston Sapphire (BUT)	20,068 (19,078)	25,611 (21,394)
20. (14) Kingston Beryl (BUT)	22,616 (26,249)	25,506 (26,872)

"THERE wasn't much to put in the bank", said Mike Burton, chairman of Newington Trawlers, after his ship Hammond Innes had become the first British wet fish trawler to earn more than £4 million in a year.

"Hammond Innes paid her way, but she's a fairly new ship carrying heavy interest and depreciation charges", he said.

The top earning — and catching — wet fish stern trawler in the British fleet, the Hull-based Hammond Innes bettered her 1974 performance by grossing £539,289 for 36,783 kits caught during a season of 288 days (see trip table).

In 1974 she grossed £448,778 for 31,296 kits, which gave her average daily earnings of £1,693.5. Last year her daily average shot up to £1,809.7 — an outstanding achievement.

She made 13 trips last year (one more than in 1974), but it is estimated that she would have needed to earn another £30,000 to keep pace with British inflation.

Most credit for the ship's fantastic performance must go to Skipper Dick Taylor who, before exchanging commands with Skipper Bill Brettle last year, was with C. S. Forester, Newington's other wet fish stern trawler.

Dick Taylor took out Hammond Innes on 10 of her 13 trips, the relief skipper being his brother Brian Taylor (twice) and Colin Dunn (once).

Skipper Dick Taylor's highest grossings came in his first and last trips of the year. He started off with £59,767 and finished the year by making £52,900.

On December 3 Skipper Bill Brettle rejoined Hammond Innes with which, in

## 'Little profit after Innes' £1½m year.



BUT's Hull-based Norse is being tipped as the winner of the year's Dolphin bowl national freezer trawler contest.

February 1974, he had set up the present national trip earnings record of £73,198 for 4,399 kits.

Hammond Innes has won the port shield two years running, being continuously in the lead in this wet fishing handicap event which takes into account average speeds of vessels, as well as catches and grossings.

Her closest challenger last year was BUT's sidewinder Ross Orion. She finished as a worthy runner up after taking fourth place in 1974.

The regular skipper is Alf Osler, who has been with Ross Orion for five years. He has spent all his 22 years as a skipper with the same owners. Last year he went out with Ross Orion on all but two trips.

In the 1975 competition Ross Orion caught 33,066 kits valued at £487,088, while Hammond Innes was credited with catches of 36,702 kits and £585,049.

Neither Ross Orion, nor BUT's third-placed Ross Canaveral, fished the Icelandic Coast last year. Both mainly went to the White Sea.

Ross Canaveral, whose command was shared by skippers M. Redfeare, Jack Lilley and K. Nielsen, put in 13 full trips. The vessel made £464,907 for 25,877 kits, while Newington's Somerset Maugham (fourth) realised £469,198 for 32,433 kits.

### Reliefs

Skipper Eddie Wooldridge took Somerset Maugham out ten times, his reliefs for a total of five trips being skippers B. Taylor, J. Cannon and F. Sainty.

Although Hull started 1975 with 37 wet fish ships operational, the number was 33 by the end of the year.

Meanwhile, Hull has 37 freezer trawlers compared with 35 a year ago. These include the part-freezer Lord Nelson and the recently introduced freezer Junella.

The outcome of the Dolphin Bowl competition between freezer trawlers from Hull, Grimsby and Fleetwood is not yet clear for some time yet due to length of voyages.

Early this month Grimsby's which said December were still and, of these, six went top six.

The freezer race is for championship of the year by BUT's Norse. Skipper Roy Meadows transferred to her after leaving the Dolphin Bowl with BUT's Dane. He also Silver Cod Champion 1983/84 while with the fisher Stella Leonia.

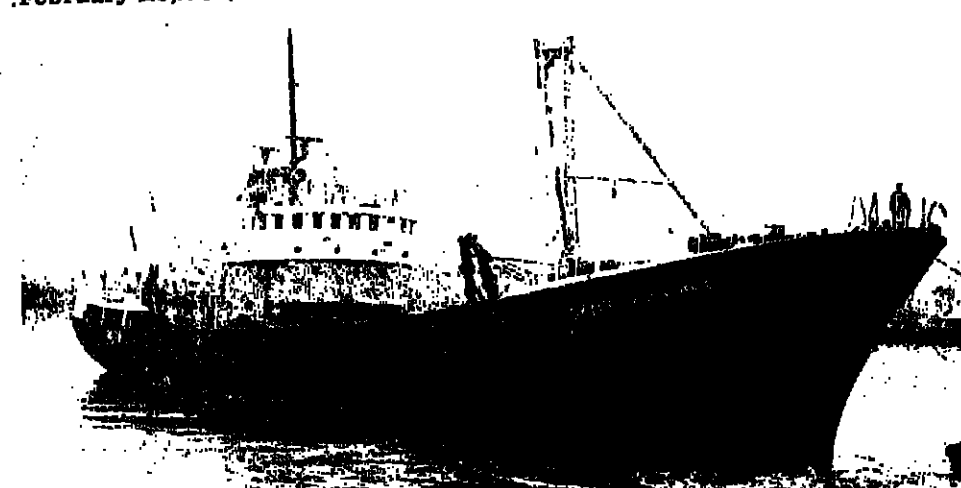
### Leading

Between February and September of last year, was never lower than the freezer competition. In fact position table, the end of September, the second successive year with over 5,000 tonnes of Hamling's Hull-based Jerome (Skipper John Gibson).

Boston's Princess arrived back at home following sea damage, stayed in dock. The ship, which Skipper Peter took out on five trips, could not run on her White Sea grounds.

In second place on grossings was the 20-year-old steamer Northern Sky (£423,254) — already a casualty of 1976 and laid-up ahead of Vivaria (£420,729) and Ross Renown (£413,678).

This section began in 1975 with 23 motor and 19 steam trawlers, but within two months crippling increases in heavy fuel oil had trimmed the steamers down to six working vessels (all German-built and BUT-owned). Ten were sold, all but one for scrap, and the three others were still on BUT's books at the year's end.



Top: Britain's biggest trawler Ross Revenge is Grimsby's leading wet-fisher with catches worth £480,203. Above: Francis Bojen, plying with Skandeborg, earned a fantastic £328,544. Above right: Yesso — top in Grimsby's 120-130ft. class. Right: Ross Zebra — king of the middle water trawlers.

## Revenge leads BUT coup at Grimsby

BRITAIN'S biggest side trawler Ross Revenge is back on top at Grimsby after taking second place in 1974 to Boston Comanche.

Ross Revenge earned £480,203 from 30,351 kits caught during 14 trips. This tally by Skipper Johnny Meadows included Grimsby's best grossing of the year, £336,793 and regaining the title she surrendered in 1974 to the Boston Group's Prince Philip, this time second with £314,139. Carlisle was again third with £307,012.

Placed Consolidated Fisheries also had the distinction of Grimsby's best grossing by a local trawler in 1975, when Gillingham (Skipper Jimmy Hodson) picked up £54,788 early in December with a White Sea place catch of 1,769 kits. It now stands as a

### Procession

Ross Revenge headed a procession of BUT vessels which made a clean sweep of all the major placings in category 1 (140 ft. plus). But it might have been a different story if Boston Boeing had not been out of action for a spell.

She made just eight trips, but was runner-up in the daily averages (£1,517) behind Ross Revenge (£1,592) and was third best average tripper (£29,380).

In second place on grossings was the 20-year-old steamer Northern Sky (£423,254) — already a casualty of 1976 and laid-up ahead of Vivaria (£420,729) and Ross Renown (£413,678).

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scrap, and the three others were still on BUT's books at the year's end.

The motor trawlers completed 317 trips, the six working steamers 88 trips and the unlucky 13 managed only 22 trips before the axe fell.

There was also a repeat of the 1973 top placing in category 2 (130-140 ft.), with Consolidated Fisheries' Spurs (Skipper W. G. Hardie, Jun.) grossing £336,793 and regaining the title she surrendered in 1974 to the Boston Group's Prince Philip, this time second with £314,139. Carlisle was again third with £307,012.

### Placed

Consolidated Fisheries also had the distinction of Grimsby's best grossing by a local trawler in 1975, when Gillingham (Skipper Jimmy Hodson) picked up £54,788 early in December with a White Sea place catch of 1,769 kits. It now stands as a

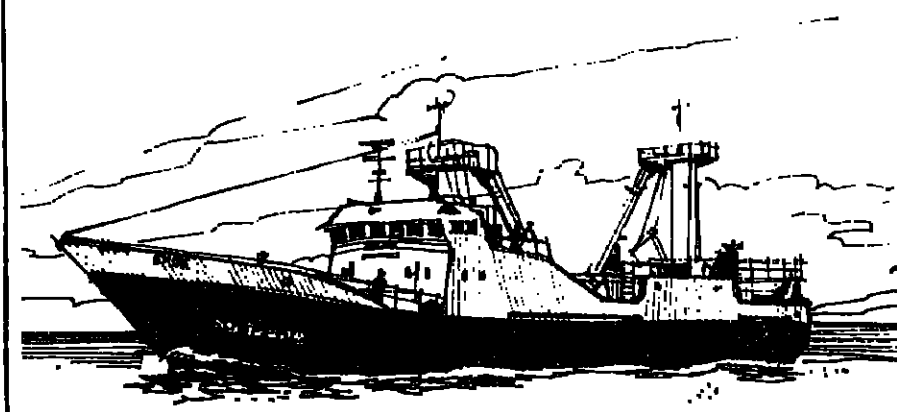
The H. L. Taylor fleet maintained its hold on category 3 (120-130 ft.). Skipper Peter Brown in Yesso (£209,987) headed Osako (£200,100; including a £19,206 grossing from 1,165 kits in July) and Ogano (£192,121).

The decision by Sir Thomas Robinson & Son (Grimsby) Ltd. to withdraw six middle water vessels during the year meant two trawlers were lost in this division, but the arrival of Boston Halifax to fish distant water reduced the deficit to one and the five completed 73 trips.

Taylor was again supreme in category 4 (110-120 ft.) with Skipper George Smith keeping Ermo (£163,997) out in front of Tokio (£161,804) and Hondo (£148,670). This section was weakened by the loss of the other Robinson trawlers (two laid up and two

Continued overleaf

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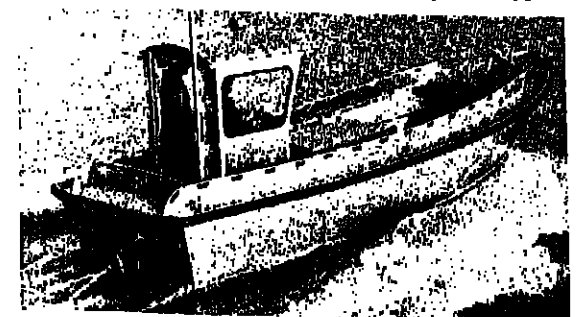
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From page 9

to oil) and comprised only seven vessels at the end of 1975. There were 178 trips.

Category 5 (100-110 ft.) was another disaster zone. Seven trawlers started off the year but Bannister's went into liquidation and Peter Sleight Trawlers Ltd. sold out to Lowestoft. This left the Lindsey Trawlers' pair, *Lofoten* and *Loveden*, as the only survivors. Over the year there were 74 completed trips.

One of Grimsby's few bright spots came in category 6 (under 100 ft.), where *Frances Bagen* and *Skanderborg* amassed a combined £329,544 from their pair trawling efforts. Agents by Tom Sleight (F.S.) Ltd., they were well clear of *Anna Michelle* and *Sonia Jane* (£180,041) which are managed by A. E. Richardson & Co. Ltd. This firm also agents Grimsby's top inshore trawler *Ann Charlotte* (£48,459).

Six new arrivals for the port's seiner and multi-purpose fleet were nearly offset by sales and two losses and this fleet now numbers 131.

### Disaster

The year was a financial disaster and only a good run in the autumn averted a major catastrophe. *Alatina* (£33,781) was the top seiner, repeating her 1974 performance but with overall reduced grossings, followed by *Macandi* (£18,494) and *Rasmine* (£48,144).

*Alatina* and *Macandi* both sail under the Tom Sleight (F.S.) Ltd. flag and *Rasmine* is with Sam Chapman & Sons Ltd.

The freezers at Grimsby shared the harrowing problems of the rest of the industry, with a variety of difficulties imposing a constant strain on BUT which owns all Grimsby's eight vessels. The biggest headache was the allocation of White Sea cod quotas which limited catches, especially in the last quarter of the year.

Top ship was *Defiance* (2,626 tonnes), ahead of *Goth* (2,321) and *Invisible* (1,948). Runner-up *Goth* made the best single trip of 607 tonnes. Pioneer freezers *Ross Valiant* and *Ross Intrepid* were sold abroad.

# TOP SHIPS OF '75

## Fleetwood's Jacinta beats port record

FLEETWOOD'S list of top-earning distant water trawlers is again dominated by *Gavina*-type stern trawlers.

However, even these vessels' high efficiency cannot mask the problems brought on by the static — and even decreased — demand and soaring costs during 1975.

The top ship, *Jacinta*, broke the port record she set in 1974 but by only £10,000 — not enough to cover her rise in expenses.

In fact *Jacinta*, commanded by skippers Bill Taylor and Bernard Birley during the year, earned £308,248 compared with her 1974 figure of £298,406.

Runner up was *Ivana*, Skipper Gordon Wignall, which earned £381,474 but, undoubtedly, the year's hard luck story was that of *Jacinta*'s sister ship, *Fyldea*.

She lost some weeks during the year through mechanical problems and managed only 13 trips, compared with *Jacinta*'s 16. But Skipper Victor Buschini and his crew still recorded earnings of £307,546. Obviously, had she not lost time she would have been in closer contention for the top ship position.

There were also £300,000 plus totals for the stern trawlers *Boston Blenheim* (Skipper Bill Bridge) with £307,546; *Gavina* (Skipper Charlie Scott) £317,617; and *Lineda* (Skipper Bill Reader) £311,032. All three vessels made 15 voyages.

Top side trawler at the port was the 139ft. *Wyre Victory*, recently lost off the west of Scotland after running aground. She made 15 trips to return an excellent total of £258,421. Second was *Boston Explorer* with £236,127.

In the middle-water section, down to its smallest ever size, top ship was *Boston*



Skipper Bernard Birley (above) shared the command of Fleetwood's top ship, *Jacinta*, with Bill Taylor.

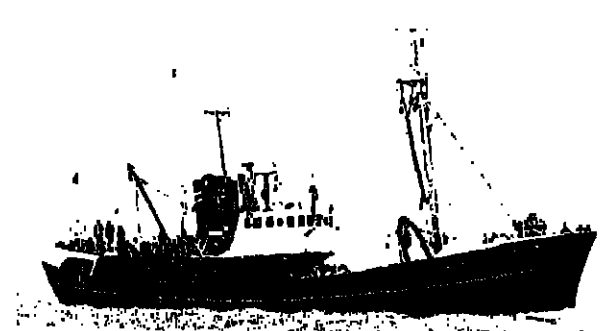
*Marauder* with £182,086. Second was *Wyre Revenge* with a total of £147,853 but it should be emphasised that

*Marauder* made some trips to distant water grounds.

The 100-120ft. section was headed by *David Wilson*, commanded by Skipper John Banks, with her total of £135,782. Second came *London Town* (Skipper Jack Kelly) which, thanks to a number of excellent roller trips, made £115,120.

It was a good year for the pocket trawler *Rosamunda*. She worked mainly the North Channel in taking her earnings to £84,608, but there was also a promising start for *Replenish*, completed during the year. She made £80,474 from just 18 trips, as against *Rosamunda*'s 23.

All grossings fully reflect the almost standstill in demand for most types of fish.



Above: Fleetwood's top side trawler, *Wyre Victory*, is now lying wrecked off the Scottish west coast. Below: *Ben Edra* — top ship at North Shields for hard-pressed owners, Richard Irvin.



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# BEN EDRA CLOSE ON £1¼M AT SHIELDS

NORTH SHIELDS' top trawler, the 142 ft. *Ben Edra*, came close to earning £1 million last year when she set a new annual grossing record for the port.

This did not stop her owners, Richard Irvin and Sons, ending up with losses running into thousands of pounds at the port last year.

*Ben Edra*, and her skipper Bob Palmer, grossed a total of £240,543 for 1,340 tonnes of fish after putting in 318 days at sea.

Skipper Palmer also set a new record for daily average earnings when, in October, she landed a £9,817 trip to gross £1,402 a day.

The port's top seiner is again *Lindafarne* with total earnings of £124,473 — down on last year's record of £148,857.

*Lindafarne*'s successful partnership with Skipper Cliff Ellis ended in July last year when he took over the new vessel *Christine Nielsen*.

Skipper Ellis had been in the top earnings list with *Lindafarne* since 1972 and he

handed over the boat to new skipper, J. Bailey. Since commanding *Christine Nielsen*, Skipper Ellis has grossed nearly £87,000.

The port's record trip grossing is now held by the stern trawler *Ben Idris*, with £20,736 for a 21-day trip to the Norwegian coast last April. The vessel has since been sold to Iceland.

Apart from *Ben Edra*, local trawler owners Richard Irvin and Sons operates four smaller class vessels from the port: *Ben Choum*, *Ben Glas*, *Ben Strom* and *Ben Vrie*.

Champion of the group is *Ben Choum*, skippered by 'Kit' Jamieson, which grossed £173,276 for 781 tonnes of fish after 342 days fishing.

The year 1975 has been ruinous for North Shields, with at least one firm extending into the red.

Low fish prices, high fuel and gear costs, low fishing

quotas plus cut-backs in new facilities have hit the port's fishing industry badly — despite Government subsidies.

This situation came to a head when the port's most successful trawler, the stern fisher *Ben Idris*, had to be sold. Fishing quotas made the long-range vessel uneconomical to operate from the Tyne.

Bill Ponton, the firm's trawler manager, said the full cost of the year has still not been calculated.

"We're just living from month to month, waiting to see what the Government is going to do, but there will have to be some sort of subsidy," he said.

North Shields has also had set-backs at the hands of planners. The £25m new fish dock proposed for the port, welcomed by every side of the industry, was rejected by local and central government.

Even a last-minute attempt by fishermen fighting the future failed.

Instead, it was with a £275,000 loan to rehabilitate existing

Irvin proposed a factory on the quay after many meetings, plans, and engineers.

When the new plant was erected the new plant was rejected, the new plant was rejected, the new plant was rejected.

Even the new plant was rejected, the new plant was rejected, the new plant was rejected.

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Even the new plant was rejected, the new plant was rejected, the new plant was rejected.

# One trip cost Milford title

IF *Picton Sea Eagle* had made on short trip more last year she would have been the port's top ship.

However, after mechanical trouble which cost her six weeks fishing, she was beaten by *Brenda Wilson* which earned £2,277 more!

Skipper Rees Evans fished mainly the Irish Sea grounds to achieve a record grossing for the year of £91,219. His success came through consistency rather than outstanding grossings.

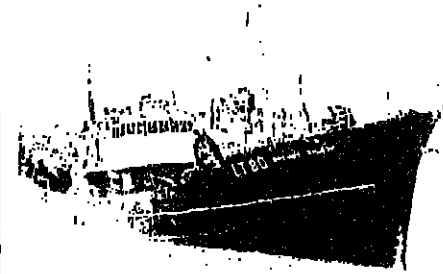
*Brenda Wilson* is a former Lowestoft and Fleetwood trawler and Skipper Evans has commanded local vessels for many years.

*Picton Sea Eagle* was skippered by Jim Brodie and earned £88,042.

*Rosevear* (Skipper Alex Simpson) took third place with earnings of £88,585. It was this vessel which captured the port record during the year with a grossing of

more than £6,000. These grossings, while above the previous year's, fully reflect difficulties in the local industry.

There should have been grossings of more than £100,000 to compensate for increased costs but, although prices at the port were good by normal standards, they were not good enough to push vessels away from the headline. This gives little incentive for more ships to work from the port.



Left: *Brenda Wilson* — title winner by £2,277. Above: Aberdeen class winner, *Gramplan Monarch*. She earned £262,597 after 316 days at sea.

# Hat-trick at Lowestoft

LOWESTOFT'S three top-earning trawlers — owned by three different companies — all passed the port's 1974 record earnings figure of £169,342.

Top of the list came the side trawler *St. Thomas* with a total of £184,275, almost £20,000 up on the record held by *Boston Sea Dart*. Second was *Small's Suffolk Challenger* and third, *Boston Sea Sprite*.

Two skippers shared *St. Thomas* last year. David Bedford (38) worked her for the greater part of the year before handing over to John Ketteringham (28) when the new stern fisher *St. Patrick* was delivered.

Skipper Ketteringham had sailed with David Bedford as deckhand, third hand and mate.

The 121-footer *St. Thomas* spent 278 days at sea during the year and landed 82,608 stones of fish to notch up average daily earnings of £677.

"She is a terrific ship," said

John Ketteringham. "I was virtually thrown in at the deep end when the pressure was on — and just had to keep paddling."

The year brought a double success for David Bedford, who also set up a new earnings record for a single trip after moving to *St. Patrick*. In early November he came back from a maiden voyage with a catch worth £15,091.

It has been a hard year on the North Sea fishing grounds, he said. "We have been in places where we don't normally fish and have had to dig the fish out — but we got out in front early in the year and stayed there after one good trip with cod," he said.

Aubrey Moore, general manager for the owners Claridge Trawlers, said after the final figure was announced: "We are very proud as a company to have the top trawler and we feel that due recognition should be made to this feat. But, unfortunately, in a difficult year the increase over last year has not compensated for the increase in costs."

*Suffolk Challenger* (second), under Skipper D. Atkinson, grossed £174,902 and *Boston Sea Sprite* (third), another recent addition to the fleet skippered by Mick Raven, £160,934.

*Suffolk Challenger*, skippered by H. Baxter, came next with £165,529, followed by *St. Rose* (Colne Fishing), with £164,806 under Skipper J. Peck.

She was followed by another of the newer stern

trawlers, *Boston Sea Fury*, which grossed £166,168 under Skipper V. Crisp. *Suffolk Challenger*, which earned £160,934 under Skipper E. Brightly, came close to her.

Next was *Dutton Queen*, skippered by H. Baxter, came next with £165,529, followed by *St. Rose* (Colne Fishing), with £164,806 under Skipper J. Peck.

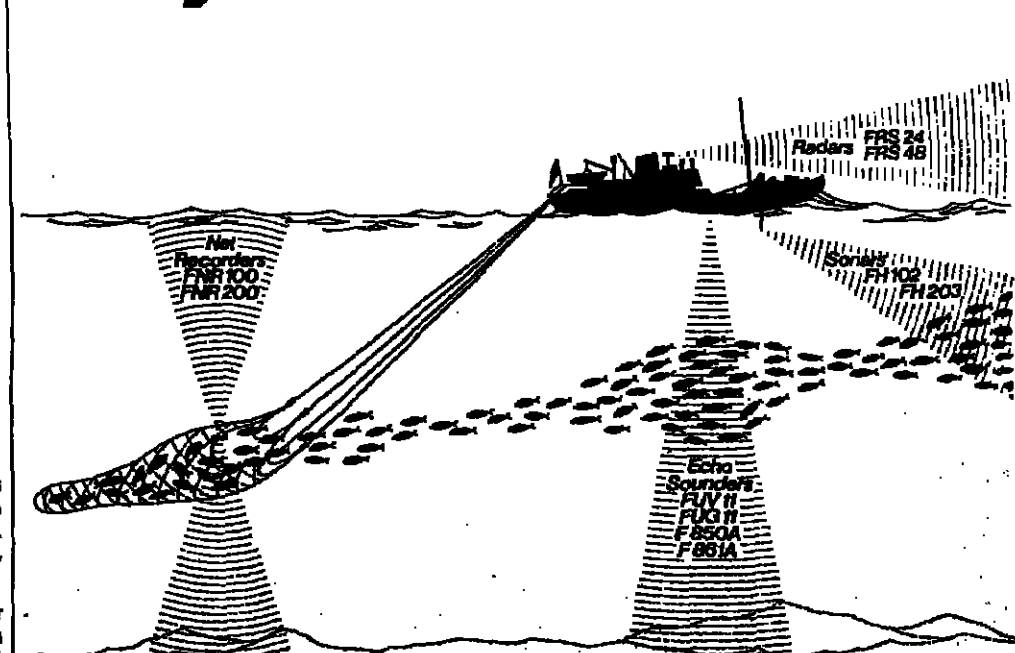
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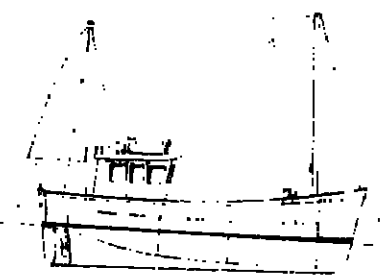
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The group sub-contracted  
the job of building the trawler  
hulls to the yard of John R.  
Hepworth & Co. at Paull. At  
this stage Boston Deep Sea  
Fisheries had considered  
operating one, or more, of the  
trio from North Shields.

Later it was decided to base  
all three vessels at Lowestoft.

In July of last year *Boston  
Sea King* was launched at  
Paull, then towed down to  
Drypool's Selby yard for fit-  
ting out — her place on the  
building berth was taken  
almost immediately by the  
keel of the second ship,  
*Boston Sea Knight*.

*Boston Sea King* has an  
overall length of 85 ft.  
(25.95m.) and a registered  
length of 78 ft. (23.95m.).  
Moulded beam is 24 ft.  
(7.3m.) and moulded depth  
11 ft. 6 in. (3.5m.).

The fish room, with a  
capacity of 105 cu.m., is  
located in the after part of the  
vessel, the main accommoda-  
tion is amidships and the  
engine room forward.

An unusual feature in this  
size of vessel is the midships  
accommodation, and this was  
thought desirable from the  
point of view of crew comfort  
in bad weather.

*Sea King* has accommoda-  
tion for eight including  
skipper, chief engineer and  
six spare hands. She is built  
to Lloyd's classification  
100A1 stern trawler, in-  
cluding unmanned  
machinery space classifica-  
tion, and is also designed to  
comply with all the latest  
Department of Trade, IMCO  
and insurance regulations.

The vessel has a full load  
service speed in excess of 10  
knots, with very good  
manoeuvrability and sea-  
keeping.

The hull form was tank-  
tested by the British Hover-  
craft Corporation in its tank  
on the Isle of Wight for a  
series of resistance, man-  
oeuvrability and sea-  
keeping trials.

All three vessels in this new  
pocket stern trawler class are  
powered by a Mirreless-  
Blackstone type ETSL8M  
marine diesels, with 8  
cylinders in line. These

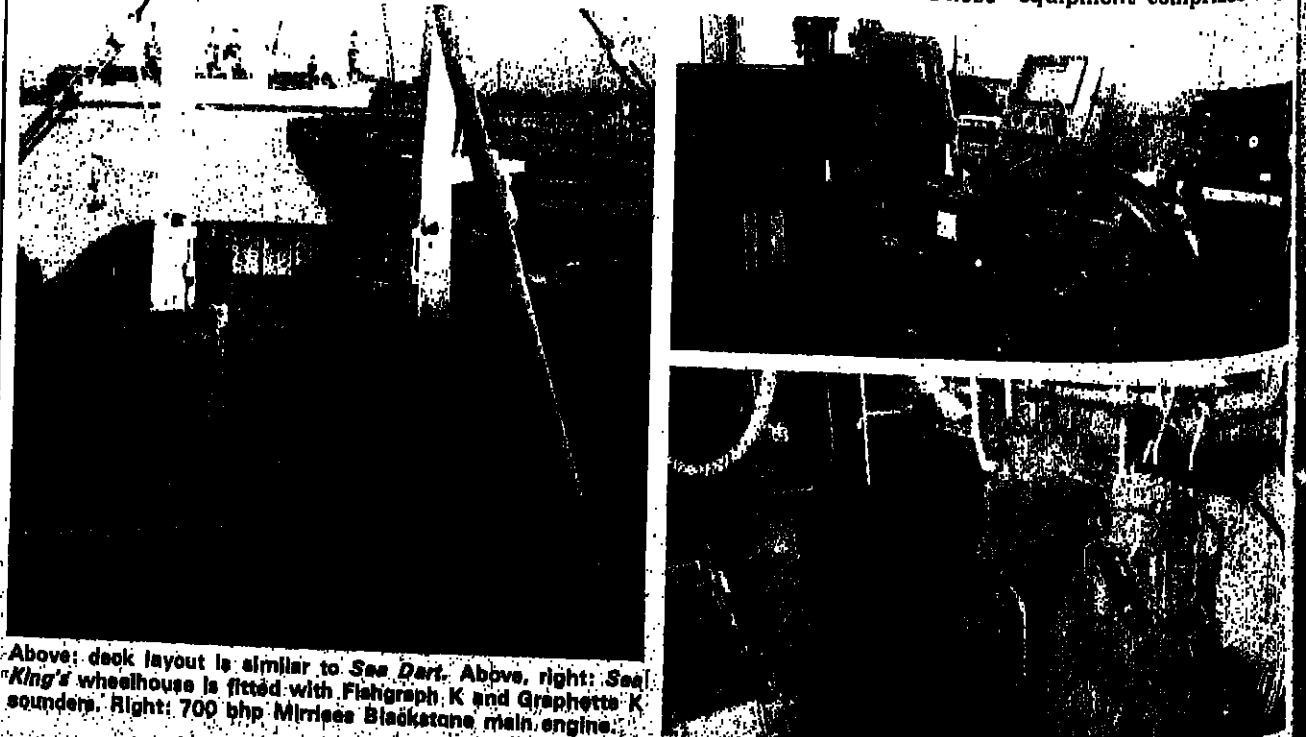
engines have a continu-  
ous rating of 700 bhp with a  
crankshaft speed of some 750  
rpm.

The engine is run at a con-  
stant speed and drives a  
Liaaen controllable pitch  
propeller through an integral  
reduction gearbox — the  
propeller speed being 250  
rpm. There is a power take-  
off at the forward end of the  
engine which drives aux-  
iliaries, including a 70 kW  
alternator, starting air com-  
pressor, general service pump,  
and main winch hydraulic  
machinery.

A Lister type JW6MA aux-  
iliary engine is provided, with  
a rating of 105 bhp at 1800  
rpm, to drive the 70 kW alter-  
nator, general service pump,  
stand-by air compressor and  
stand-by hydraulic pump.

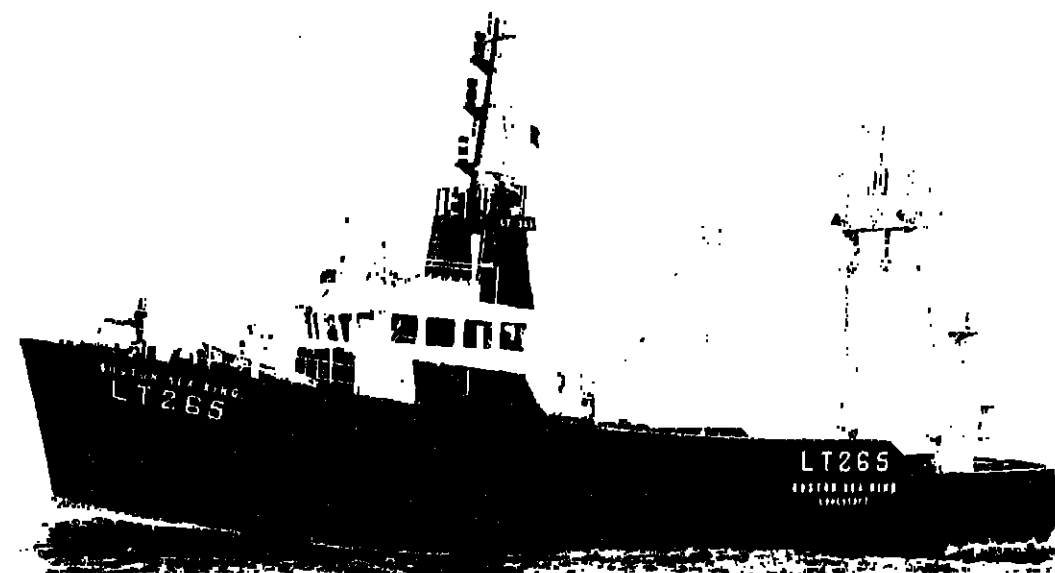
The vessel's engine room is  
extensively alarmed to the  
wheelhouse, with a repeater  
alarm to the chief engineer's  
cabin.

The main control winch  
and auxiliary deck mach-  
inery is a low pressure  
hydraulic type by Hydraulics  
Brattvaag of Norway. This  
equipment comprises a



Above: deck layout is similar to *Sea Dart*. Above, right: *Sea King's* wheelhouse is fitted with Fishgraph K and Graphette K sounders. Right: 700 bhp Mirreless Blackstone main engine.

# CAME 'SEA KING'



Left and above: *Boston Sea King*, the first of three stern trawlers  
for Lowestoft, could be the shape of Britain's trawling future.  
The 85-footer is based on the 118 ft. *Boston Sea Dart* class and  
is the result of co-operation between the Boston Group and the  
Industrial Development Unit of the White Fish Authority.

main trawl winch, with each  
drum having a capacity of  
273 fathoms of 2 1/2 in. cir-  
cumplying a Lebus  
spooling system.

The main winch has a max-  
imum pull in excess of eight-  
tons, with a main pull of ap-  
proximately five-tons, and is  
controlled pneumatically  
from the wheelhouse. Includ-  
ed in the auxiliary machinery  
is a single net drum with  
detachable main drum and  
two warping ends — this can  
either be controlled from the  
wheelhouse or locally.

The general standard of  
shipbuilding on *Boston Sea  
King* is very high, not sur-  
prisingly perhaps when one  
considers the record of her  
builders. As Cochrane & Sons  
Ltd., it completed a very long  
line of fishing vessels for  
owners at British ports —  
although *Boston Sea King* is  
the first Selby-built trawler to  
join the Lowestoft fleet for  
several years. Comparisons  
between this new boat and the  
older and larger *Boston Sea  
Dart* vessels are inevitable.

On *Boston Sea King*, the  
layout of the working deck is  
similar to the *Sea Dart* class,  
except that the main trawl  
winch is situated on the main  
deck and not on the after end  
of the fore'sle deck. Also, the  
net drum is situated further  
forward on the main deck  
leaving ample working space  
aft for mending nets, and gut-  
ting, etc.

The vessel's fish room  
hatches are located on the  
port and starboard side  
together with fish pounds,  
leaving the centre of the deck  
clear for trawling operations.

*Boston Sea King's* com-  
bined stern gantry and after-  
mast, rather large for an 85-  
footer, is situated near the  
stern of the craft, but ade-  
quate space is left around her  
stern working area for the  
vessel to be converted to  
either pair-trawling or fly  
drugging operations. Space is  
also provided for a power  
block if required.

The forward part of the  
main deck incorporates quite  
large covered storage and net  
working space and also in-  
cludes the galley/messroom,  
skipper's berth, washroom  
and toilet facilities. As on  
most modern stern trawlers,  
the wheelhouse is situated  
forward above the main deck  
and has excellent all-round  
visibility.

The second vessel of her  
class is expected to arrive at  
Lowestoft in about six  
months, and the third trawler  
is scheduled to enter service  
in approximately twelve  
months time — she will be  
named *Boston Sea Ranger*.

The object of the gap in  
time between the vessels be-  
ing delivered is to allow for  
alterations and modifications  
to the design following  
operating experience with the  
first vessel.

A pretty full set of elec-  
tronic equipment is fitted on  
*Boston Sea King*, most of  
which is well grouped around  
the skipper's chair. The  
skipper, who has a full view of  
the trawl deck, controls the  
main winch and net drum  
equipment from a console im-  
mediately aft of his conning  
position.

The vessel's electronic out-  
fit includes a Decca Mk. 21  
Navigator including an  
associated marine automatic  
plotter, a Decca RM916 radar  
and a Decca autopilot type  
450 incorporating tiller follow  
up and watch alarm facilities.

All communications equip-  
ment is by Marconi and in-  
cludes a 400W. SSB  
radio telephone type  
T122/R105; Corvette type  
225 VHF; Warden III  
watchkeeping receiver;  
Fishgraph K and Graphette  
K echo sounders; Callbuoy  
Mariner 16; lifeboat set and a  
Minitalk talk-back panel and  
Herald sound reproduction  
and orders system.

The wheelhouse also con-  
tains the central alarm  
system for the unmanned  
machinery space and control  
panels for the accommoda-  
tion and engine room fire  
detection equipment.

In command of this fine  
addition to the Boston fleet is  
Paul Meen, a man with con-  
siderable experience of stern  
trawling. He was formerly in  
command of *Boston Sea Dart*,  
and with this vessel became  
top skipper in 1974 at  
Lowestoft.

Skipper Meen and *Boston  
Sea King* would seem to be an  
ideal combination to ensure  
success, fishing the same  
North Sea grounds as the  
larger Lowestoft trawlers.

No doubt other owners at  
the port, frustrated by ever  
increasing fuel bills, have  
been casting envious glances  
at the new *Boston Sea King*  
since her arrival from the  
Humber.

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class is expected to arrive at  
Lowestoft in about six  
months, and the third trawler  
is scheduled to enter service  
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months time — she will be  
named *Boston Sea Ranger*.

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